

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

June 8, 2006  
6:30 p.m.

Bellevue City Hall  
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Vice Chair Yuen, Commissioners Bell, Glass, Holler,  
Northey, Wendle

COMMISSIONERS ABSENT: Chair Young

STAFF PRESENT: Franz Loewenherz, Eric Miller, Kristi Oosterveen, Kris  
Liljeblad, Department of Transportation

GUEST SPEAKERS: Jack Lattemann, King County Metro Transit

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:35 p.m. by Chair Bell who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Wendle, who arrived at 6:41 p.m., and Chair Young, who was excused.

3. STAFF REPORTS – None

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS,  
BOARDS AND COMMISSIONS – None

5. REPORTS FROM COMMISSIONERS

Commissioner Yuen said he attended the Cascadia transportation seminar on May 30 and June 1. He said it was very interesting to hear about new programs and technologies. He added that it was very pleasing to hear how many cities in the region hold Bellevue up as a model to emulate. The seminar was very well attended; Senator Cantwell and Congressman Reichert were present along with Mayor Degginger and the mayor of Redmond.

Commissioner Glass said the Bel-Red corridor project steering committee met on June 1 to receive and review the four draft alternatives. He said the group will be meeting again on June 12 to delve into the details of each alternative. By the end of the month the committee will be asked to narrow the alternatives down to only three to send forward to the Environmental Impact Statement process.

Commissioner Yuen reported that he attended the recent Crossroads Center Plan meeting where the focus was on hearing from the public what they would like to see as the commercial area redevelops. Several pointed out that Crossroads Park and the Crossroads Community

Center need more visibility and better access.

Commissioner Northey said she attended a City Club event that was jointly sponsored by other organizations, including the Women's Transportation Seminar, where Mayor Degginger served on a panel with Joni Earl from Sound Transit, Transportation Secretary Dan McDonald, and others. The focus of the panel was regional transportation needs.

## 6. PETITIONS AND COMMUNICATIONS

Mr. Jim Hunt, 12817 97<sup>th</sup> Avenue NE, Kirkland, pointed out that all four draft alternatives for the Bel-Red corridor project show Northup Way with ped/bike facilities. The group has acknowledged that the roadway does need some improvements.

## 7. STUDY SESSION

### A. Central Eastside Transit Study

Jack Lattemann, lead transit service planner with King County Metro, said he is the project manager for the Central Eastside transit study, a joint project of King County Metro and Sound Transit. The study area includes the run between Woodinville and I-90, and the area between Redmond and Lake Washington, which incorporates the urbanized areas of the Eastside. The area has been the focus of rapidly changing conditions and for some time has been in need of a comprehensive look. Both agencies want to improve integration of the network and make better use of resources.

Mr. Lattemann said King County Executive Ron Sims has brought forward an initiative that seeks to provide resources to begin implementing some services and programs that have been discussed during the recent public review process and with the sounding board.

Since the Commission was last given an update on the Central Eastside transit study, 162,000 tabloids were mailed out to households and businesses in the area. Three public open house events were held, and three information tables were staffed, including one at the Bellevue Transit Center where some 400 contacts were made. A record number of responses from the public, over 3000, have been received. Metro staff have been busy working through the stack and identifying the major issues and useful suggestions.

The issues of interest to Bellevue include more frequent and consolidated service along NE 8<sup>th</sup> Street through Crossroads and along 148<sup>th</sup> Avenue NE. Mr. Lattemann said the options include consolidating current services and adding more service on NE 8<sup>th</sup> Street. There appears to be strong support for increasing the convenience of transit by having more service frequency, and over the next few years the proposals will have the consistent thread of increasing frequencies.

Introducing more direct service from east Bellevue neighborhoods to downtown Bellevue is one option that was purported; the notion received a high level of interest. Over the last year there has been a 48 percent increase in transit ridership. King County Metro recognizes the need to provide more convenient services to and from the downtown to take advantage of the increased interest in transit.

The route structure and service levels on Bel-Red Road between the downtown transit center

and Redmond via Overlake was also highlighted in the public comments. People would like to see the services upgraded over time as resources allow. There is also an interest in better service along 148<sup>th</sup> Avenue. An alternative was put out that was the product of some sounding board discussions and outreach to social service agencies and other stakeholders; the alternative included having a better connection going from the Eastgate area and Bellevue Community College up 148<sup>th</sup> Avenue to the Overlake area and all the way to Redmond. The alternative had very strong public support. The change could be accomplished by splitting Route 222 and creating a new route running all the way to Redmond.

Route 245 was created in 2001 and runs from Factoria up 156<sup>th</sup> Avenue then on to the Overlake transit center and on to Kirkland. The feedback on that route is positive, though some would like to see the frequencies increased.

Mr. Lattemann said comments were received about Northup Way, NE 20<sup>th</sup> and NE 24<sup>th</sup>. There was no real consensus other than a desire to see Metro maintain all-day service along Northup Way.

Some of the most vehement comments received were in regard to changes suggested by Metro regarding commuter services from the Eastside into Seattle. There are some trips and routes that are not very well utilized presently, but the public has indicated that even routes not doing well should be preserved. Seeking service efficiencies will always be part of what Metro does. Metro will revisit all of its commuter services just to make sure that the trends identified a year ago are still holding, and to consider ways to improve the performance of routes.

Mr. Lattemann said weekly meetings are scheduled with the sounding board through the month of June to work through the public comments. The sounding board is seeking to develop a list of findings rather than recommendations. Starting in July staff will begin compiling a list of changes that could be implemented quickly in the early part of 2007, changes that could be handled administratively and without an ordinance. There will also be changes considered that will relate to available resources. There is a physical limit on the buses that will play against some of the identified service efficiencies. During the peak periods there are buses on some routes that are not being fully utilized, and reassigning them is one way to improve services on routes that are heavily used. The number of transit operators is also limited and will play a role in levels of service on the roads; there is currently a shortage of part-time drivers, and it will make no sense to create new routes if there are not enough operators to fill the runs.

Mr. Latteman said the sounding board will be reconvened in January to discuss proposed changes, some of which may require a public process. A rather targeted public process will be put together to consider specific changes. A second public process will be undertaken early in 2007 to make recommendations to the King County Council for September implementations.

Commissioner Wendle asked if any public comments were received regarding the need for a downtown circulator. Mr. Lattemann allowed that people voiced concerns about having access to different portions of the downtown area. He said he could not recall specific comments about having a circulator. There were concerns about access to the downtown and frequency of service.

Commissioner Yuen noted that for those who live in the downtown there is a need for convenient transit services so they will not have to jump in their car to travel across town. That will continue to be a major need as the population of the downtown increases over time.

Mr. Lattemann concurred, noting that in south King County where 15-minute services are in place ridership has gone through the roof. Predictability and frequency go hand in hand.

Commissioner Northey said she found the tabloid totally confusing and hard to figure out. She said some of the routes she would like to have responded about were not included on the comment forms. Mr. Lattemann agreed that the tabloid contained far too much information, but it did generate a great deal of public comment so was worthwhile. If done again in 2007, it will probably be more focused and easier to understand.

Commissioner Northey asked why the downtown ridership numbers have increased so dramatically. Mr. Lattemann suggested that a number of factors have contributed to the rise in transit ridership in the downtown. The density of the area is increasing with more housing and more jobs. There have been some major successes in terms of the percentage of employers subsidizing passes and the number of employees taking advantage of the option. The last big service increase in downtown Bellevue occurred in 2001, and sometimes it takes two or three years for major changes to sink in.

Answering a question asked by Commissioner Northey, Mr. Lattemann said the new direct access ramps serving the downtown tend to be most useful for the longer distance services using the freeway. Sound Transit is the major user of the ramps. As new services are created in the future the ramps will get more intensively used. The initial investment was large but it will pay off in time.

Commissioner Holler said the major DSHS office in Eastgate has plans to move near the post office in Crossroads. There is a strong need to make sure the clients know of the move and what routes serve the new location. Mr. Lattemann said Metro has a good relationship with DSHS; they have made some very good decisions recently in choosing to locate in areas well served by transit.

#### B. 2007-2013 CIP Update Process

Capital Programming Manager Eric Miller commented that the Commission meeting on May 25 was very productive. The Commission indicated an intent to finalize its preliminary funding recommendation for transportation CIP funding and forward it to the Council, allowing that things could change before the budget is finally adopted in December. He said the city has applied for a grant for the NE 8<sup>th</sup> Street project to add a third westbound lane between 106<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE and recently heard that project has been ranked among the top ten projects in the region, and is in fact the number one ranked project in the urban centers category. If the request for \$2 million is granted, other projects on the list could be moved up and funded.

Kristi Oosterveen, CIP Coordinator, noted that 14 people attended the open house on May 25, and four of them submitted written comments. She said staff have been working on the updates and changes requested by the Commission at the last meeting.

Mr. Miller reminded the Commissioners that three program managers attended the May 25 Commission meeting to provide background information and to stump for increasing the allocation to three existing ongoing programs. The budget office agrees that it will come down to having the revenues to accommodate the increases within the existing re-costed CIP. The three program increases were put into the re-costing mix along with the street overlay program

which has seen cost increases of about \$1 million per year, all without increasing the available resources line.

Mr. Miller called attention to the fourth project shown on the updated staff CIP funding recommendation. He said the Commission had asked to have a placeholder included for reconfiguring the intersection of NE 8<sup>th</sup> Street and 120<sup>th</sup> Avenue NE. The long-term vision would punch 120<sup>th</sup> Avenue NE through the intersection to connect with the existing 120<sup>th</sup> Avenue NE further to the north. In the opinion of staff, the project should be folded into the early implementation of the Bel-Red corridor plan fund; the \$1 million placeholder is sufficient to advance some recommendations from that study.

Kris Liljeblad, Assistant Director, Transportation Planning, informed the Commission that a consultant team is working on the Bel-Red corridor study and it may be possible to get some conceptual engineering out of that process for some of the key recommendations. If that does not occur, the early implementation CIP fund could cover the additional conceptual engineering work.

Mr. Miller observed that the project description for the NE 2<sup>nd</sup> Street project between Bellevue Way and 112<sup>th</sup> Avenue NE was revised to indicate that the project will be coordinated with the planned half interchange at NE 2<sup>nd</sup> Street and I-405.

Mr. Miller said one of the ideas staff previously put forth was to discontinue the rockeries reconstruction program in the existing CIP and roll it into the new major maintenance program. However, staff has since concluded that the program should be kept as it is in that there are still rockeries that need to be addressed sooner rather than later.

Mr. Miller noted that the traffic computer system upgrade and ITS master plan implementation programs were previously shown as a single program. He said staff is now proposing showing them as separate programs. Separating the two will allow for the descriptions to be more specific in terms of timing. The proposal includes implementing the traffic computer system upgrade over the three-year period 2009-2011; the total CIP investment is \$1.5 million. The upgrade program would be coupled with the electronic equipment replacement fund that has approximately a half million dollars in it. The ITS master plan implementation program would begin in 2012 following the computer system upgrade.

Commissioner Bell called attention to the West Lake Sammamish Parkway project and suggested the focus should be on a lesser degree of design aimed at identifying the priority segments. With regard to the NE 4<sup>th</sup> Street extension, he questioned the cost effectiveness of the project; if a tunnel is required, the cost will be high compared to the benefit that will result.

Commissioner Bell asked if the traffic computer system in the field is or could be shared by other city departments, such as fire, police and utilities, and if so if the costs could be shared. Mr. Miller said the system could see some usage crossover. Ms. Oosterveen said the traffic operations group has been told that even if other departments use the system they do not need to help pay for them out of their budgets. City assets are available for use by all city departments. Mr. Miller said the project description could include the notion that other departments will benefit.

Commissioner Yuen said one of the things highlighted at the Cascadia seminar is the need for the jurisdictions in the area to be in communication with each other. In directing traffic flow

and in addressing emergency situations, each city should know what the other cities are doing. Bringing the city's system up to date will facilitate tying other things into it.

Commissioner Northey agreed that each city department that will benefit from a city asset should chip in from their budgets to help pay for it.

Referring to the West Lake Sammamish Parkway project, Commissioner Wendle said moving ahead with a preliminary design for the full corridor will benefit the consulting firm but not the corridor. The TFP only provides \$5 million for the corridor through 2017 and any preliminary design work would probably get thrown out after the first piece gets implemented. The CIP project should be repackaged with a focus on a specific segment. Mr. Miller explained that the most significant component of the preliminary design work will be a complete survey of the corridor; that part alone will cost hundreds of thousands of dollars but will be useful for an indefinite period of time.

Commissioner Bell suggested that things change over time, making it necessary to redo survey work previously done. He held that an aerial survey would provide adequate information to do an analysis of the corridor to determine the priority sections. Mr. Miller said staff certainly does not want to produce information that will become outdated and useless before it can be implemented. The project as outlined will determine the priority segments as well as cost estimates for the various segments. As much outside, non-local funding as possible will be leveraged. The preliminary design phase will probably cost in the neighborhood of \$1.5 million, leaving \$3.5 million for building something.

Commissioner Glass said he could support just starting at the Redmond end and going as far south as the money will go.

Mr. Liljeblad pointed out that there are a lot of big trees along the corridor and areas for which an aerial survey would not be useful at all. In addition, because the area was only annexed into the city a few years ago, the city does not have a lot of good data on wetlands and water conveyance features. An overall survey will serve as a very effective means of getting a good start on the corridor. In terms of where to start, he said the heaviest traffic and congestion is actually toward the southern end of the corridor, and the pavement there the county put in before handing the corridor off to the city is starting to fall apart.

Commissioner Northey said her preference would be to use the \$5 million to actually construct something so those who have spent so much time in the process will be able to see some progress.

Commissioner Bell said he would like to see an analysis of the route and a determination as to which segments should be done first. Mr. Miller said that is the intent.

There was agreement to revise the project description language to highlight the need to complete the survey and develop a phasing plan, with the leftover funds used for implementation of the initial segment.

Turning to the NE 4<sup>th</sup> Street extension project, Mr. Liljeblad said the alignment is now one of three viable options under consideration. The original notion was to extend NE 4<sup>th</sup> Street beyond the T-intersection with 116<sup>th</sup> Avenue NE under the Burlington Northern-Santa Fe right-of-way and tying into 120<sup>th</sup> Avenue NE. Since then, the Wilburton study has added a

couple of alternatives, including extending NE 6<sup>th</sup> Street from 116<sup>th</sup> Avenue NE to 120<sup>th</sup> Avenue NE where there is already some public right-of-way; the crossing of the railroad may be possible to accomplish at grade. The problem is the intersection of NE 6<sup>th</sup> Street and 116<sup>th</sup> Avenue NE is very close to the intersection of NE 8<sup>th</sup> Street and 116<sup>th</sup> Avenue NE, and currently during the peak hours traffic backs up on 116<sup>th</sup> Avenue NE beyond where NE 6<sup>th</sup> Street would connect. The two intersections would have to be operated as a system to make them work. The NE 6<sup>th</sup> Street extension has been modeled and found to work well. The best scenario would be to have both NE 4<sup>th</sup> Street and NE 6<sup>th</sup> Street extended to 120<sup>th</sup> Avenue NE.

Commissioner Northey questioned the need to include funding in the CIP for the NE 4<sup>th</sup> Street extension. She suggested it would be premature to do so. The area that is the focus of the Wilburton study will not soon be a major priority either for redevelopment or traffic management. There are other priorities the city should be focused on, and there is as yet no specific plan for 120<sup>th</sup> Avenue NE.

Answering a question asked by Commissioner Glass, Mr. Liljeblad said if redevelopment occurs along the 116<sup>th</sup> Avenue NE frontage, the city could potentially lose the ability to ever extend the roadway. The NE 4<sup>th</sup> Street extension project has been recommended by the Commission for inclusion in the TFP, which has yet to be adopted.

Commissioner Bell concurred with Commissioner Northey and pointed out that the CIP can always be amended to add or remove projects as necessary. He said there are just too many questions still unanswered about the project. Commissioner Northey said the CIP project list should be reserved for projects that are actually ready to be built.

Mr. Miller said one of the concerns voiced by the Commission previously was in regard to the absence from the staff proposal of an investment in the Northup Way corridor, placeholder or otherwise. One of the questions raised was whether or not any interim projects could be done to improve ped/bike conditions in the corridor. He said staff has developed four options, the first of which would leave alone the existing re-costed CIP design report project. The second option would modify the scope of the project to allow for minor interim improvements, such as raised bus pads, within the existing project budget. The third option would modify the existing project scope and increase the budget by \$300,000 to \$400,000 to allow for modest interim improvements, such as widening the pavement by one foot and rechannelizing the vehicle lanes to ten feet to allow for a consistent three-foot shoulder on one side of the roadway. The fourth option would modify the existing project scope and the budget by \$1.2 million to \$1.3 million to allow for significant interim improvements, such as widening the pavement by approximately three feet and rechannelizing the vehicle lanes to ten feet to allow for a consistent five-foot shoulder on one side of the roadway.

Mr. Miller said staff supports the first two options but not the last two options, both of which would involve throwaway improvements.

Commissioner Glass asked if the \$461,000 to be spent on redesigning the corridor could also be lost if WSDOT redoes SR-520, making changes to Northup Way necessary. Commissioner Wendle suggested that the city could wait forever for WSDOT to program the SR-520 segment that would require changes to Northup Way. They are looking at the entire freeway corridor, but they clearly will be focusing first on the segments closer to the bridge. If the project ever does work its way toward the Bel-Red area, and if the city has already acted to upgrade Northup Way, the state will be responsible for rebuilding Northup Way. Northup Way is the

only way for bicyclists and pedestrians from the west Bellevue community to get across I-405 and as such is very important.

Mr. Miller said the proposal of staff is to let the design report process happen in the 2007-2008 timeframe. Staff has not proposed significant placeholder funding or implementation dollars for the project in large part because of the uncertainties surrounding the SR-520 project. Having the design report in hand will allow for making better designs down the line with regard to specific funding recommendations.

Commissioner Northey said she could support moving funding from another project into the Northup Way project in order to address some of the critical pieces. Commissioner Wendle agreed and suggested the NE 4<sup>th</sup> Street extension would be a good candidate. Commissioner Bell said he could support that as well.

Commissioner Glass proposed taking some funding from the SE 60<sup>th</sup> Street project between Lake Washington Boulevard and Coal Creek Parkway. Commissioner Northey said she would not support that approach given the importance of that project.

Mr. Miller pointed out that no matter what number is associated with the Northup Way project, it will be called a placeholder until the design report is developed.

Motion to remove the NE 4<sup>th</sup> Street extension project from the CIP list was made by Commissioner Bell. Second was by Commissioner Northey and the motion carried 5-1, with Commissioner Glass voting no.

Motion to provide placeholder funding in the amount of \$1 million to implement improvements on Northup Way was made by Commissioner Wendle. Second was by Commissioner Northey and the motion carried unanimously.

Motion to revise the ITS master plan implementation program description to give the Transportation Commission program oversight was made by Commissioner Northey. The motion died for lack of a second.

Commissioner Yuen suggested it would not be appropriate for the Commission to have oversight for what will become a citywide program.

Answering a question asked by Commissioner Yuen, Mr. Miller said as the ITS master plan program is implemented and components are added to the system, the maintenance and operation costs will be paid out of the operating budget.

Commissioner Wendle noted that the primary benefit of the ITS system will be the transportation system; other departments will probably use it, but only to a marginal extent.

Mr. Miller asked the Commission to clarify where the Northup Way project should fall on the CIP list in terms of priority.

Motion to make the Northup Way project the fifth project on the list was made by Commissioner Glass. Second was by Commissioner Bell and the motion carried unanimously.

Mr. Miller noted that the Commission had previously asked about the possibility of

constructing just the signal portion of the Lakemont Boulevard Phase 1 project at the intersection with Cougar Mountain Way. He said staff are not recommending taking that approach. The traffic operations group does not want just a signal at the intersection; they are concerned about the alignment of the streets coming together, including SE 63<sup>rd</sup> Street. With the roadways not lined up appropriately, adding only a signal could increase vehicle conflicts. There could be a focus on constructing just the intersection improvements associated with Phase 1, but the estimated cost of \$2.9 million represents the lion's share of the total project cost of about \$3.1 million.

Commissioner Glass asked if the Commission will be limiting the possibilities by submitting to the Council a CIP project list that only totals \$36.7 million. He suggested moving the funding line down and letting the Council determine where it should ultimately fall. Mr. Liljeblad said at the start of the budget process staff was asked to provide the Council with a list of the highest priorities. What was turned in was the TFP list.

Mr. Miller said the Commission could elect to send to the Council a prioritized list of the projects that did not make the funding cut.

Commissioner Wendle commented that in addition to submitting to the Council a list of projects that fits within the estimated available funding, the Commission should forward a clear statement about the transportation needs and an outline of the progress being made to satisfy them. The fact is there are serious transportation needs that have been identified through studies that have involved the public, and those needs far exceed what can be tackled with the available funding.

Commissioner Northey said she would like that information included in the cover letter. She also agreed with the notion of including a few more projects on the list and letting the Council decide where the cutoff should be.

Mr. Miller pointed out that a project that is put on the list for implementation four years out will face four years of inflation, driving the cost up. An alternative to adding projects to the bottom of the list would be to increase the allocation for some of the projects that are not shown fully funded, specifically the West Lake Sammamish Parkway project and the Northup Way project.

Ms. Oosterveen said the half interchange at NE 10<sup>th</sup> and I-405 is the first project below the funding cutoff line, followed by the gravel road on 164<sup>th</sup> and Cougar Mountain Way.

Commissioner Bell proposed saying in the cover memo that if and when additional money for transportation projects becomes available it should be allocated to those two projects. Commissioner Wendle said his preference would be to add funding to projects shown as not fully funded.

Ms. Oosterveen explained that the cost/benefit forms for each project that get forwarded to the Council show the CIP allocation in addition to the amount that will be needed beyond the last year of the CIP. That way the Council is made aware of what is needed in future cycles.

Mr. Liljeblad reminded the Commissioners that the draft memo regarding the retreat made reference to the magnitude of the TFP project list that the Council has bought off on. It serves as a reference point and identifies the different studies under way that are likely to bring

forward additional unfunded recommendations. The TFP is a wish list that is revenue constrained and as such is a very useful tool. The CIP is a far more constrained document and clearly it is not able to address all of the transportation needs in the city.

It was agreed that the additional information, including that additional available funding be applied to the West Lake Sammamish Parkway and Northup Way projects, should be forwarded to the Council prior to the next Council retreat on the budget.

Motion to approve the CIP list as amended was made by Commissioner Glass. Second was by Commissioner Bell and the motion carried unanimously.

## 8. OLD BUSINESS

Commissioner Yuen brought up the draft memo addressed to the Council which covers the Commission's retreat in which it is stated the Commission serves as the eyes and ears of the Council. He said according to Councilmember Balducci, the role of the Commission is not to speak on behalf of the city but to bring issues of concern to the staff and the Council.

Commissioner Northey suggested that if the questionable language were dropped from the paragraph, the section would still convey Councilmember Balducci's interest in the idea and asks for feedback from the Council, but stops short of saying the Commission supports Councilmember Balducci's idea.

Motion to strike the two sentences from the memo was made by Commissioner Bell. Second was by Commissioner Wendle.

Commissioner Wendle suggested the paragraph without the two sentences is far more lukewarm. He said the Commission has a supporting role to play in public outreach activities; in some cases Commission members are actually sitting on advisory bodies, and that is a reasonable thing to do.

Mr. Liljeblad noted that the Council has reserved to itself regional issues. The conversation with Councilmember Balducci was significant in that she was offering an opening for the Commission in an area where the Council has been loath in the past to provide one. The memo clearly indicates what Councilmember Balducci said.

Commissioner Northey held that the suggestion of Councilmember Balducci to observe in the community and provide feedback to the Council could prove to be problematic. Commissioner Yuen said his understanding of what Councilmember Balducci said was that when Commissioners do attend meetings in the community any concerns and recommendations heard should be made known to the City Council. He said the Commission clearly has no authority to make any promises on behalf of the city, but where concerns are raised by the community it is important for them to be made known to the staff and the Council.

The motion to remove the two sentences from the memo carried unanimously.

Mr. Liljeblad observed that the initial intent of drafting the memo was to provide the Commission with a speaking opportunity before the Council. He proposed sending the memo to the Council but to focus any presentation efforts on the CIP list.

Commissioner Bell concurred and suggested that the memo should come from him since he was chair at the time of the retreat.

- 9. NEW BUSINESS – None
- 10. PETITIONS AND COMMUNICATIONS – None
- 11. APPROVAL OF MINUTES
  - A.
- 12. REVIEW CALENDAR
  - A. Commission Calendar and Agenda

The Commission reviewed the items scheduled for discussion in upcoming meetings.

- B. Public Involvement Calendar
- 13. ADJOURNMENT

Commissioner Yuen adjourned the meeting at 9:22 p.m.

\_\_\_\_\_  
Secretary to the Transportation Commission

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chairperson of the Transportation Commission

\_\_\_\_\_  
Date